

1973 CORVETTE

Building a better way to see the U.S.A.



STINGRAY COUPE / STINGRAY CONVERTIBLE

 Chevrolet

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The Corvette for 1973. Of all the owners of all the cars built in America, only the owners of Corvettes wave to each other.

Maybe they know something you should.

Whatever it is, they know they're driving one of the most desirable cars ever built.

Because when they pull up to a traffic light, heads turn. And when they pass a passerby, eyes follow.

The Vette is that kind of car. The kind that brings out the driver in you. And it does that very well, thank you. It lets you know it with more gauges than most cars. (But with less than most airplanes.)

It all started in 1953. As soon as you saw that feisty little white convertible with the screened-in headlights, you knew this was the start of something special. It's been that way ever since. When Chevrolet introduces something new, Corvettes usually have it first.

But it also has a lot that's all its own. Like disc brakes at all four wheels. And independent suspension at all four corners. And headlights that tuck out of sight. And bucket seats that hold just two.

And it keeps getting better all the time. For 1973, there's a new air-induction hood and a new front end featuring a resilient body-color bumper. There are steel guard rails in the doors. New body mounts and improved acoustical materials for a smoother, quieter ride. New versions of the 350- and 454-cubic-inch V8s. And GR70-15 radial-ply tires.

The '73 Corvette Stingray. A true production sports car.

And made in U.S.A.

No other sports car can make that statement.



Cover and right: '73 Corvette Stingray Coupe.

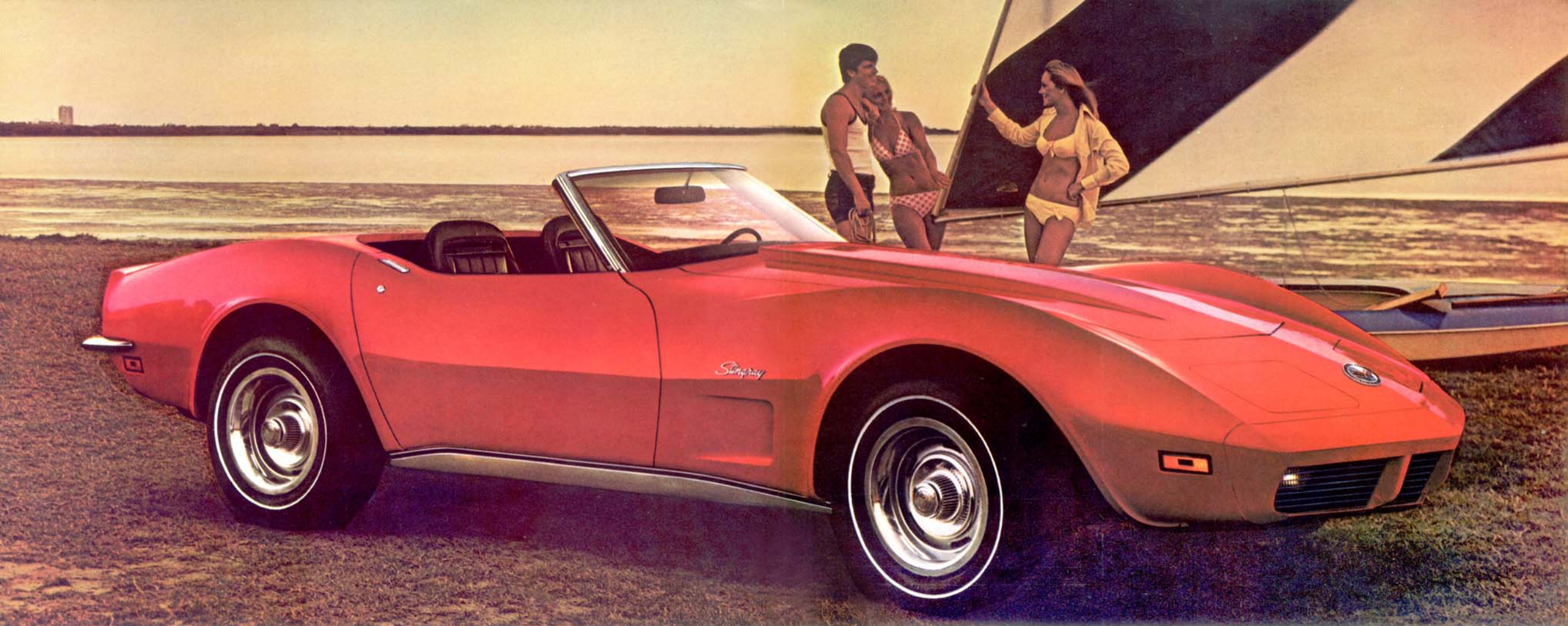
Also shown at right is the 1953 Corvette.

20 Years Young and Still Going Strong. The '73 Corvette is designed to make everyday driving a little more fun. And weekend trips a little more like vacations. It's been that

way right from the beginning. The aerodynamic design and advanced engineering are very much in evidence in the '73. But we've made some refinements we

think you'll appreciate. For example: **The Corvette Stingray Coupe** still has twin roof panels that open to the sun and stow neatly away in pouches in the luggage area. Only now the

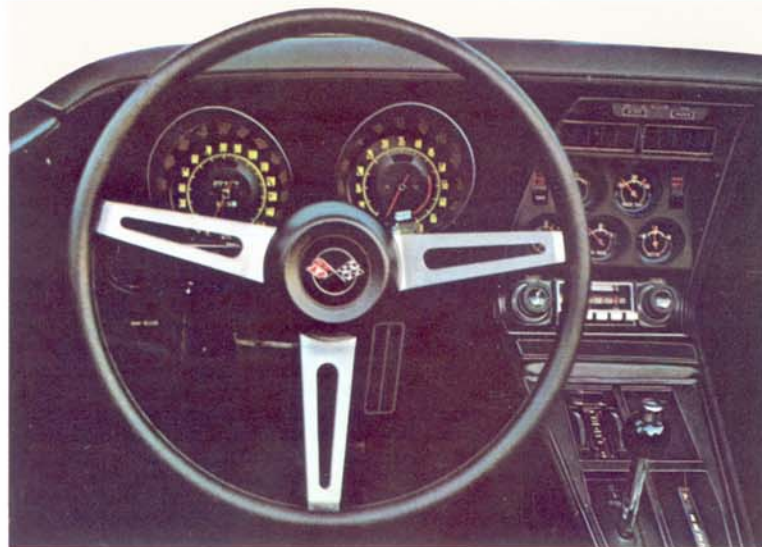
rear window stays neatly in place. And Corvette's new parking and marker lights have been highlighted in chrome. But, let's face it. With a car like this, everything's a highlight.



The Corvette Stingray Convertible makes being under the weather a pleasure. All you have to do with the folding top is unlatch it, raise it, drop it, snap it and forget it. The deck cover covers it all. Top available in both black and white.

You can also order a removable hard-top. It's well worth having. For winter, for variety and for saving your folding top for a sunny day.

The Corvette Instrument Panel is more like a cockpit than a dashboard. Left to right: a big speedometer and an equally big tachometer. The five other gauges tell you the coolant temperature, oil pressure, amperage, fuel level and the time. Above the gauges on the console, controls for the windshield washers and wipers. Below, heating and ventilating controls. Within easy reach is the AM/FM radio or AM/FM/Stereo radio you can order. With one speaker for you. And one for your co-pilot.



The Standard Corvette Interior is up to pretty high standards. The high-backed contoured bucket seats are virtually handmade. They're cushioned with thick foam and have built-in head restraints. Fold either seat forward and you're into Corvette's fully carpeted, illuminated luggage area. Two storage compartments are concealed behind the seats. A third compartment conceals the battery. The remainder of the passenger area is trimmed in rich padded vinyl with deep twist carpeting on the floor. Available in black, blue, medium saddle, dark saddle and red.

The Available Custom Corvette Interior (shown at left). The seat panels are genuine leather with matching vinyl trim. There are wood-grained vinyl accents on the doors and console. Underfoot, deep cut-pile nylon carpeting. You're literally riding in the lap of luxury. Black, medium saddle or dark saddle.

Standard Features. You'll find a lot on Corvette that you won't find in one car anywhere else. Here are some we think you'll find especially interesting:

1. Removable roof panels on the coupe lift off and tuck away in the luggage area to let the sunshine in. Soft-Ray tinted glass is standard on both coupe and convertible models. It's like looking at the world through Corvette-colored glasses.

2. Corvette power teams are known for their efficient performance. For '73, all engines operate on regular, no-lead or low-lead fuels. All feature valve-in-head design and exhaust valve rotators. There's an Air Injection Reactor and new Exhaust Gas Recirculation system. New mufflers are larger for quieter operation. Also included as standard equipment with all power teams: A fully synchronized 4-Speed transmission. Positraction rear axle. Full dual exhaust system. A high-output Delcotron generator. And a sealed side-terminal energizer-type battery.

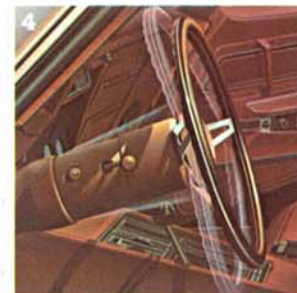
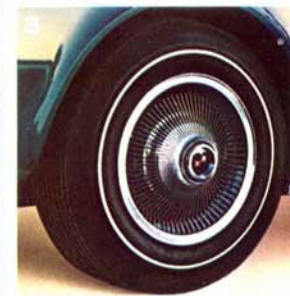
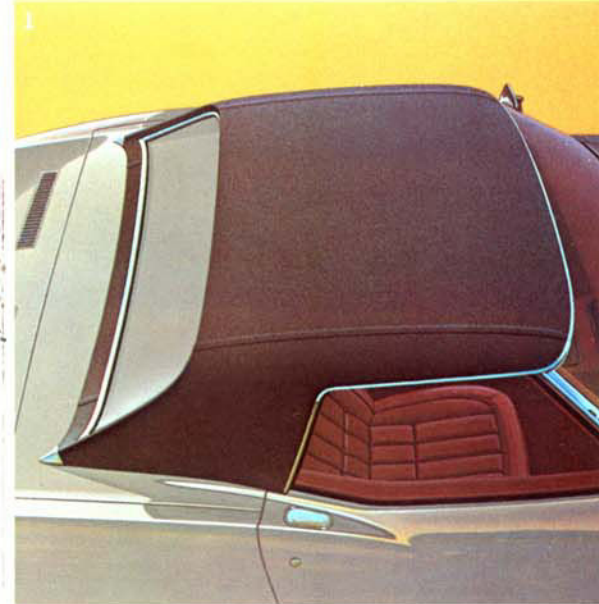
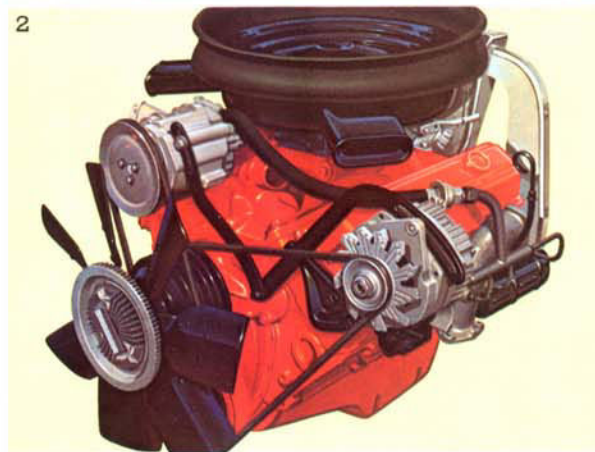
3. The new stronger front bumper (which surrounds the new die-cast aluminum grille) has a special mounting. The bumper outer cover is the same color as the body and is made of resilient urethane to resist dents and prevent rust.

4. New GR70-15 steel-belted radial ply blackwall tires are standard. White stripe radials are also available. (White lettered radials will be available at mid-year.) Radials run cooler for improved durability. They help give a softer, quieter ride at highway speed.

5. The new domed air induction hood improves high-output engine operation. It hides the wiper blades, too. Just between the hood and the windshield.

6. Corvette's 4-wheel independent suspension includes new shocks and springs to shrug off bumps. Body mounts are new for a smoother, quieter ride with reduced noise, vibration and harshness. Improved acoustical materials and applications make for quieter riding. All in all, the '73 Vette is a "tuned" vehicle. With sound levels that have been reduced.

Also standard: Steel-reinforced fiberglass body. All-welded ladder-type frame. Four-wheel disc brakes. Four-wheel independent suspension. Front and rear air spoilers.



Available Features. You get a lot without asking when you ask for a Corvette. But there's also a lot you can do to custom tailor it. For example:

1. Removable hardtop for convertible models. If you're having trouble deciding between open-air summer fun and buttoned-up winter practicality, why not have the best of both worlds? The available hardtop gives you a warm feeling during cold weather, while you make it easy on your folding top. Neat looking, too. Order to match the exterior color. Or there's an available black vinyl roof cover you can order.

2. Power windows. Let your finger do the window raising and lowering. Switches are mounted on the center console.

3. Custom wheel covers. Distinctive appearance, available to dress up your wheels.

4. Tilt-telescoping steering wheel. Ideal for long trips and drivers of any shape or size. Just get in, flick the lever and slide the wheel in front of you. Then you lock it into any one of seven positions that feels most comfortable.

5. Air conditioning/heating/ventilating system. One of the most sophisticated systems available in any sports car.

6. AM/FM/Stereo radio. Receives FM Stereo broadcasts for long distances with its 16-transistor 9-diode circuitry. AM monaural, plus FM monaural. Two speakers, fixed height rear antenna. Full ignition shielding.

AM/FM radio. Monaural AM and FM. Same features as above, but without FM Stereo.

3-range Turbo Hydra-matic transmission can be ordered with all engines.

Power steering. With fast steering ratio for quick response.

Power brakes. Retain excellent disc brake feel while lessening effort.

Rearview mirror and maplight combination.

Also available, factory installed: Rear window defogger. Heavy-duty battery (included with 454-cu.-in. engine). Custom Deluxe shoulder belts (standard on coupe).

Available from your dealer: Non-vented locking gas cap. Compass. Infant safety carrier. Rear deck luggage carrier. Front antenna. Right-hand mirror. Hand spotlight. Fire extinguisher.

Power Teams.

ENGINES	TRANSMISSIONS	POSITRACTION AXLE Ratio without Air Conditioning			POSITRACTION AXLE Ratio with Air Conditioning		
		Std.	Econ.	Perf.	Std.	Econ.	Perf.
STANDARD ENGINE							
190 hp @ 4400 RPM* Turbo-Fire 350-4 V8	Std: 4-Speed (2.52:1 low) Turbo Hydra-matic	3.36	3.08	—	3.36	3.08	—
		3.08	—	3.36	3.08	—	3.36
AVAILABLE ENGINES							
250 hp @ 5200 RPM* Turbo-Fire Special 350-4 V8 (RPO L82)	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) Turbo Hydra-matic	3.55	3.36	3.70	3.36	—	3.55
		3.70	3.55	—	3.70	—	—
		3.55	3.36	3.70	3.36	—	—
275 hp @ 4400 RPM* Turbo-let 454-4 V8 (RPO LS4)	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) Turbo Hydra-matic	3.08	—	3.36	3.08	—	3.36
		3.36	—	3.55	3.36	—	3.55
		3.08	—	3.36	3.08	—	3.36

*Net horsepower ratings, in accordance with Society of Automotive Engineers standards, represent the power output of engines as installed in the automobile.

All 1973 Corvette engines are equipped with advanced exhaust emission control systems, and are designed to operate efficiently on all regular grade gasolines including low-lead or no-lead. In addition to the lower exhaust emissions attainable, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.



Corvette Stingray Coupe



Corvette Stingray Convertible

Exterior Dimensions.

Wheelbase	98"
Length (overall)	184.7"
Width (overall)	69.0"
Height (loaded) Coupe	47.7"
Convertible	47.9"
Tread—Front	58.7"
Tread—Rear	59.5"

Exterior Colors.

Corvette Medium Blue Metallic (New)
Corvette Dark Blue Metallic (New)
Corvette Blue/Green Metallic (New)
Corvette Orange Metallic (New)
Corvette Silver Metallic (New)
Corvette Yellow (New)
Corvette Yellow Metallic (New)
Mille Miglia Red
Elkhart Green
Classic White

Safety and Security Features:

Occupant Protection Features.

Single-buckle seat belts and shoulder belts (except convertible) with push-button buckles and retractors for driver and passenger (with reminder light and buzzer). Built-in head restraints. Energy-absorbing steering column. Passenger-guard door locks. Safety door latches and hinges. Folding seat back latches. Energy-absorbing padded instrument panel. Contoured windshield header (except convertible). Thick-laminate windshield. Padded sun visors. Safety armrests. Safety steering wheel. Side-guard beams.

Accident Prevention Features.

Side marker lights and reflectors (front side marker lights flash with direction signal). Parking lights that illuminate with headlights. Four-way hazard warning flasher. Backup lights. Lane-change feature in direction signal control. Windshield defroster, washers and dual-speed wipers. Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter safety switch. Improved bumper system.

Anti-Theft Features. Anti-theft ignition key warning buzzer. Anti-theft steering column lock. Anti-theft audio alarm system.



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